

Enclosure 3. 20 October Surface Distribution Committee Meeting Taskers:

1. The Chairman noted that both USAFE and EUCOM had separate in-theater distribution centers. He asked COL Schultz to determine the relationship between these two centers? How do they come together as a single theater distribution system? COL Schultz will provide a response at the next Surface Distribution Committee meeting. (OPR/OCR)
2. The Chairman tasked COL Schultz to request the Air Distribution Committee evaluate the viability of moving cargo from Harrisburg, PA Int'l Airport.
3. The Chairman asked the DDC representative to advise the DDC Commander that he had the opportunity to discuss SDMI-GSA joint distribution opportunities with senior GSA leadership and believes they are ready to move out with concrete initiatives. The Stockage Management Committee was requested to follow up with GSA for detailed proposals.
4. The Chairman tasked LMI to contact COL Mark Shide, Joint Movements Center, CENTCOM J4, and discuss a theater distribution concept, customs issues and other issues regarding the improving OST to the CENTCOM AOR.
5. In reference to RAND's recommendations to create a "pit-crew mentality to improve timely off-load of commercial trucks, the Chairman tasked the service representatives to examine their installation's off-loading performance, identify specific locations where untimely offloading is a problem and report back to the Surface Distribution Committee. The Chairman indicated he had heard similar concerns from the trucking industry and could work with specifics but not generalities.
6. The Chairman tasked the USTC SDMI Core Team representative to make sure that the newly established SDMI Financial Management Committee is aware that at least two of the Service representatives (USAF & USMC) believe the top priority should be to implement the single transportation bill.
7. The Chairman directed that the MTMC Deployment Support Command (DSC) assign a permanent representative to the SDMI Surface committee. It was further decided that DDC should report on container movement to port, port hold time at the POE and POD and in-theater delivery time for each container that fails to meet the target time standards established for the four routes shown on the briefing slides "Best Case Surface International Shipment Scenarios".
8. The Chairman tasked COL Schultz to request the Air Distribution Committee evaluate the question, "Should the Air Clearance Authority be moved forward to the theater and under the CINC?"

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9. The Chairman tasked COL Schultz to have the Air Distribution Committee examine the current route structure and workload data and evaluate the feasibility of Dover-Far East and Travis-Europe routes.
  10. The Chairman tasked the DDC representative and the MTMC-DDC LNO representative (Mr. Walt Scullion) to move out on the issue of synchronizing the depot container stuffing and booking process to the next available sailing. Also, recommendation was made that DDC establish a working group to define the DDC front-end order processing time standards. A cargo aging monitoring system needs to be put in place and a stuffing strategy (Multi-stops for final few days of stuffing each week) may need to be developed. The goal must be that all MROs picked from the shelf since the last vessel cut-off date are stuffed, booked and moved to the port before the next cut-off date. The DDC representative and Mr. Scullion are required to make a joint report to the Surface Distribution Committee on their progress at the next meeting, specifically addressing the cause of any container not making the next available sail date. RAND is also verifying the progress of requisitions making the next available sail date and report back to the committee.
  11. MTMC is tasked to determine why data is missing from WPS and consequently the LMARS (DAAS) database for ocean container events that MTMC is responsible for reporting. (See missing data on RAND briefing charts).
  12. PWC was tasked to coordinate with RAND and LMI in the establishment of metrics for evaluating the direct booking test.
  13. RAND and the DDC representatives were tasked to determine the average value of DoD containers being exported from the US. LMI was tasked to use that information to develop an answer for the JTMO on the value of a "shortening a day from container transit time".